

Intimations.

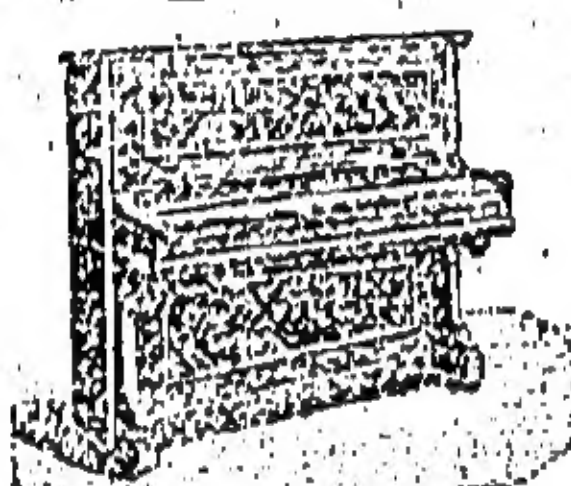
PYROLA,
PYROLA,
PYROLA.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.
Hongkong, 1st October, 1901. [1740]

ROBINSON
PIANO CO., LIMITED.



BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.
Hongkong, 10th August, 1901. [1740]

KELLY & WALSE, LD.

XMAS CARDS.

JUST RECEIVED.

A large assortment of SPECIAL XMAS CARDS containing LOCAL VIEWS and scenes of CHINESE LIFE with suitable GREETINGS printed in gold.

Hongkong, 2nd November, 1901. [6900]

WILLIAM POWELL, LIMITED.

GLOVES! GLOVES!! GLOVES!!!

Ladies, Gentlemen's, Children's unpacked this morning, new goods in every department.

R. G. HECKFORD,
Manager.

THE

ROBINSON PIANO COMPANY, LIMITED.

BANJOS, MANDOLINES
AND GUITARS,

COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901. [6930]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS.

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [7770]

To-day's
Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.
THE Company's Steamship

"ERNEST SIMONS."
Captain Vaquier, will be despatched for the above Ports, TO-DAY, the 6th instant, at 6 P.M.
For Freight or Passage, apply to
P. DE CHAMPORIN,
Acting Agent,
Hongkong, 6th November, 1901. [10040]

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Rouch, will be despatched for the above Ports, on FRIDAY, the 8th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
Hongkong, 6th November, 1901. [11930]

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG."
Captain Bathurst, will be despatched for the above Ports, on SATURDAY, the 9th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
Hongkong, 6th November, 1901. [11960]

AUSTRIAN LLOYD'S STEAM-NAVIGATION COMPANY.
STEAM TO SHANGHAI.
THE Company's Steamship.

"CARINTHIA."
Captain Marochino, will leave for the above place, on TUESDAY, the 12th instant, at 3 P.M.
The steamer has splendid accommodation for passengers. Electric light. A doctor is carried.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Hongkong, 6th November, 1901. [11970]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"PEKIN."
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 12th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 6th November, 1901. [5]

"ANPING MARU."
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 20th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 6th November, 1901. [3210]

STEAMSHIP "ERNEST SIMONS."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from Bordeaux, ex s.s. "Ville de Rochefort," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, the 6th instant, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 13th instant, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 13th instant, or they will not be recognised.
All damaged packages will be examined on WEDNESDAY, the 13th instant, at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPORIN,
Acting Agent,
Hongkong, 6th November, 1901. [10040]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship

"WAKASA MARU."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 13th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 16th instant, or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA,
Hongkong, 6th November, 1901. [11980]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL AND STRAITS.
THE Company's Steamship

"OOPACK."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 12th instant, at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.
DODWELL & CO., LIMITED,
Agents,
Hongkong, 6th November, 1901. [11990]

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 5, Queen's Road Central, Hongkong, on MONDAY, the 18th day of November, 1901, at 5 o'clock in the afternoon, for the purpose of considering and if thought fit passing the following RESOLUTION that to say:

"That the Company be wound up voluntarily and that JOHANN GEORG LUDWIG SCHROETER of Victoria, in the Colony of Hongkong, be and he is hereby appointed Liquidator for the purposes of such winding up."

At the same Meeting the Shareholders will be asked to fix the remuneration to be paid to the Liquidator.

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a SPECIAL RESOLUTION to a SECOND EXTRA-ORDINARY GENERAL MEETING which will be subsequently convened.

MEYER & CO.,
General Managers,
Hongkong, 6th November, 1901. [12000]

NOTICE.
It is hereby notified that, in the absence of the 11th instant, the supply of water will be turned on in the public mains during the following hours only:

In the City of Victoria, below Causeway Road from 6 A.M. to 10 A.M.
In Seymour Road, South side of Robinson Road, South side of Lower Richmond Road and South side of Macdonnell Road from 6 A.M. to 8 A.M.
In Queen's Gardens from 6 A.M. to 7 A.M.
In Peak Road above Queen's Gardens from 7 A.M. to 8 A.M.
In Peak Road below Queen's Gardens from 8 A.M. to 9 A.M.
In Island and Hill District from 6 A.M. to 8 A.M.
W. CHATHAM,
Water Authority,
Public Works Department,
Hongkong, 6th November, 1901. [12010]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

To-day's
Advertisements.

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No Fire Insurance has been effected.
P. DE CHAMPORIN,
Acting Agent,
Hongkong, 6th November, 1901. [10040]

NIPPON YUSEN KAISHA.

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Hongkong, 6th November, 1901. [11980]

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MEYER & CO.,
General Managers,
Hongkong, 6th November, 1901. [12000]

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In Peak Road below Queen's Gardens from 8 A.M. to 9 A.M.
In Island and Hill District from 6 A.M. to 8 A.M.
W. CHATHAM,
Water Authority,
Public Works Department,
Hongkong, 6th November, 1901. [12010]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

To-day's
Advertisements.

HONGKONG AMATEUR DRAMATIC CLUB.

PERFORMANCE given in Honour of the SHANGHAI and STRAITS CRICKET TEAMS, on FRIDAY, the 15th November, 1901.

"TRYING IT ON."
A Farce in one act by WILLIAM BROUGH, and
"PLANTATION REVELS."
Seats may be booked on and after TUESDAY, the 12th instant, from 10 A.M. to 5 P.M., at the CITY HALL.

PRICES:—\$3, 52 and 51.
Soldiers' and Sailors in Uniform 50 cents.
Hongkong, 6th November, 1901. [12020]

Intimation.

A. S. WATSON & Co., LIMITED.

FLOWER AND VEGETABLE SEEDS.

FOR THE SEASON 1901-1902.

ARRIVAL OF NEW SHIPMENTS.

ORDERS EXECUTED FROM FRESH STOCKS ONLY.

Priced catalogues, with hints on gardening, may be obtained on application.

GLAYS FERTILIZER.

10lbs \$1.75
25lbs \$4.50

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 6, 1901.

NOTES AND COMMENTS.

Our Water Supply.

The letter from the Water Authority, which we publish in another column, shows very plainly indeed that our water supply is by no means adequate to the needs of the population, for failing further rainfall we shall have but thirteen weeks' full supply left on the 11th instant, and the consumption will have to be cut down by one half in order to ward off a water famine before the return of the rains in the spring. This, it cannot be denied, is a very bad state of affairs, more particularly so when one takes into consideration the fact that we are living in a tropical and also a plague stricken town, for everybody knows that with the return of spring a recrudescence of plague is to be anticipated. And to make matters worse we have no reserve supply of water were our principal reservoir to meet with an accident. If a leak started at Tytan, or a landslip were to damage the dam, or some evil disposed person put in a charge of dynamite or some other explosive, the Colony would be left in a most deplorable condition, the effects of which it is not at all pleasant to contemplate.

We know that the Government have taken the matter in hand and that other storage reservoirs are shortly to be commenced, but it will be a long time before these can be completed, and in the meanwhile the population will go on increasing and with it the daily consumption of water. Now the mere fact that cutting off the water supply during certain hours reduces the consumption by one-half, shows that there must be great waste, for it is foolish to suppose that merely because the supply is intermittent

the public go without half their usual supply of water. What they do is to draw off and store what they will require to use during the period in which the supply is cut off and they are careful not to wantonly waste it, which, as the Water Authority shows, means a saving of fifty per cent. This means, we contend, that with a normal supply, fully fifty per cent. of the water drawn is allowed to run to waste. For further proof of this fact take a glance at the water return for any month and it will be seen that the consumption in Hongkong is just about double the quantity per head of that in Kowloon. The reason for this is that in Hongkong the water is laid on to all Chinese houses and they can waste it to their hearts' content, they draw as much as they want or more and, as often as not, leave the tap running. In Kowloon matters are different. There the water is not laid on to Chinese houses at all, but the natives obtain their supply from street standpipes with self-closing taps. This means that if they want water they have to send out for it, and the trouble involved causes them to take more care to prevent waste than do the inhabitants of Hongkong.

We would recommend this matter to the attention of His Excellency the Governor and the Sanitary Board, for we certainly think that it would not cost so very much to fit standpipes in Hongkong, and the saving of fifty per cent in the daily consumption of water would mean that the reservoirs now to be constructed would be adequate to supply the needs of our growing population for a much longer period than under the present wasteful methods prevailing. In other words, a further extension of our water storage tanks would be postponed to a far distant date.

REUTER'S TELEGRAMS.

SOUTH AFRICA.

THE ATTACK ON COLONEL BENSON'S COLUMN.

LONDON, November 4th.
In the Boer attack on Colonel Benson's column, the enemy outnumbered the British, but their losses are heavier.
Other British columns have gone in pursuit of Botha's force.
The Times remarks that the details of the fight show that it was in no sense a reverse to the British.

SOUTH AFRICA.

FURTHER FIGHTING.

Several small encounters with the Boers are announced, in which the enemy's losses are estimated at about fifty.

THE TITLE OF PRINCE OF WALES.

The title of Prince of Wales is shortly to be revised.

FRANCE AND TURKEY.

The French Chamber has adopted by 305 votes to 77, the vote of confidence in the Government in regard to the steps taken against Turkey.

THE TYPHOON.

NOTICE FROM MANILA.
Mr. W. A. Rublee, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila to-day:—
MANILA OBSERVATORY,
November 6th, 3 p.m.
There is another depression S.E. of Archipelago.

LOCAL AND GENERAL.

THE TELEGRAPH CABLES from here to Singapore are interrupted for repairs, thus cutting off communication with Singapore, Labuan and Saigon.

THE HONGKONG RIFLE ASSOCIATION'S picked team fired in the Interport match this afternoon, starting at 2.30 p.m. Everything promises favourably as far as the weather is concerned and a good score should be made.

THE AMATEUR DRAMATIC CLUB will, as announced elsewhere, give on Friday, the 15th instant, in honour of the visiting cricket teams, a performance of William Brough's one act farce "Trying it on" and "Plantation Revels."

HONGKONG HOCKEY CLUB.—The opening game will take place to-morrow, the 7th inst., commencing at 4.30 p.m., on a new ground to the North of the Hongkong Football ground. Members who possess sticks are requested to bring them, as the Club is at present short of sticks.

THE INTERPORT RIFLE MATCH.
The following scores had been made:—
200 YARDS.
D. McLennan 5-4-5-5-4-4-31
J. Marshall 4-5-4-5-5-5-32
Col. Sergt. Wake, R.M.L.I. 4-4-5-5-5-5-29
J. H. Pidgeon 4-4-4-5-5-5-29
Sergt. Instr. Cross, R.M.L.I. 4-5-5-5-5-4-30
Q. M. S. Wallace, R.E. 5-5-4-4-5-5-32
G. P. Lamert 5-5-5-5-5-5-34
A. Watson 4-4-5-5-5-5-33
D. Baldwin 5-5-5-5-4-4-32
T. McDermott, R.N. 5-4-5-5-4-4-32
500 YARDS.
D. McLennan 4-4-5-5-5-4-32
J. Marshall 4-5-4-5-5-5-29
Q. M. S. Wallace, R.E. 5-5-5-5-5-3-31
Col. Sergt. Wake, R.M.L.I. 4-5-5-5-4-5-33
J. H. Pidgeon 5-5-5-5-5-5-32
Sergt. Instr. Cross, R.M.L.I. 5-4-5-5-5-3-32
G. P. Lamert 4-4-4-5-5-3-29
A. Watson 5-4-4-5-4-3-26
D. Baldwin 5-5-5-5-5-5-34
T. McDermott 5-5-5-5-5-5-28

COTTAM & CO., NEW SCARVES AND TIES.

COTTAM & CO., PYJAMAS for AUTUMN WEAR.

600 YARDS.
Baldwin 5-3-5-5-4-4-31
Cross 4-4-4-5-5-5-32
Lamert 3-5-5-4-4-5-29
Marshall 4-2-5-5-4-5-28
McDermott 2-3-3-5-5-5-27
McLennan 2-2-5-5-4-5-28
Pidgeon 2-5-3-5-5-2-21
Wake 2-4-3-4-2-3-23
Wallace 3-5-5-5-4-4-32
Watson 5-4-5-5-4-5-32
TOTALS.
200 500 600 Total.
Baldwin 32 34 31 97
Cross 32 32 32 96
Lamert 29 29 29 87
McDermott 28 27 27 82
Marshall 29 28 27 84
McLennan 31 32 28 91
Pidgeon 34 21 34 89
Wake 33 33 28 94
Wallace 32 31 25 88
Watson 33 26 32 91
Total 901
Average 90.1.
Hongkong thus wins again, Singapore having made 874 and Shanghai 841.

CURTAILING THE WATER SUPPLY.

We have received from the Hon. the Colonial Secretary a copy of the following letter, which explains a notice by the Water Authority, appearing in our advertisement columns:—

FROM THE HON. THE ACTING DIRECTOR OF PUBLIC WORKS TO THE HON. THE COLONIAL SECRETARY.

CRICKET.

The Final Test Match will take place to-morrow starting at 10.30 a.m. sharp when a Club XII. will play Lt. Wood's, R.N., XII. The following will play for the Club XII.—Major Beresford Ash, R.W.F., Lt. Bird, 2nd Rajpoots, M. J. Doctor, Major Dorehill, R.A., Major Dyson, A.P.D., C. Franklin, R.N., Gunner Gratrix, R.A., H. Hancock, Private Preedy, R.W.F., T. Sercombe Smith, Qr. Master Sgt. James, C. M. Burnie.

The XI. to play against the Straits will be chosen by the Selection Committee immediately after this match is finished.

Capt. Radcliffe, R.E., having resigned his place in the XV. owing to his being unable to get away, Mr. C. M. Burnie will take his place.

ATTEMPTED ARSON AT KOWLOO.

Whether or no some brainless coolie desired revenge, or whether the spread of education has taught some of the native community that the 5th of November is associated with gunpowder, it is nevertheless a fact that at one o'clock this morning, or an hour after Guy Fawkes Day, an attempt was made to damage a cracker factory at 55, Tai-kok-tui, Kowloon. The lower part of the main entrance was saturated with kerosene, and a considerable quantity of gunpowder was placed by the side. Attached to it was a fuse, and everything appeared in readiness when it was discovered. Up to the time of writing no arrest has been made, though it is understood the police have a clue to the criminal.

THE FIRE SEASON.

Every resident in Hongkong knows that for the next two months more fire occurs than all the rest of the year put together. This necessitates ceaseless vigilance on the No. 1's and an immensity of hard work and personal danger on the men. The police who belong to the Fire Brigade receive \$9 a month extra for a duty that, performed as they do it, cannot be reckoned in money. Now is the time for these men to approach the proper authorities in a regular organized manner, put the matter in a fair light from their point of view and abide by the decision of their Captain Superintendent. They know the question would have careful consideration, because they have full confidence in the man to whom they appeal and a steady respect for the opinion of the head of their Brigade who, probably, would be consulted.

HONGKONG'S REPRESENTATIVE CRICKET TEAM.

The selection of a representative XV, from which to choose an XI for the Interport Matches, is a course adopted by the selection committee that does not commend itself to us. The form of every man eligible, is well known and, neither can one come on enough, in the few remaining days, to warrant his inclusion nor, if a man is out of form just for the time, should it exclude him. The observation of a month should take precedence of the luck of a few days. Major Dorehill, R.A., has been selected unanimously as Captain and there is not a doubt about the advisability of such a course. As a perfect bandmaster can play every instrument, so "the old man" of a team must understand and realize the capabilities of each one of his XI and knowing this, can make use of the combination to its very best advantage.

H. Arthur is a good pick; he is a steady bat and not to be frightened, and as a wicket keeper is very valuable.

Major Beresford Ash, R.W.F., is included, for what reason we cannot conceive, and the kindest comment on his play is to say nothing about it.

Lt. Bird is the next on the list and as a clean-built six-footer, (an all round athlete) will, we hope, account for many a man in the forthcoming matches. He should be invaluable in the field, as he can get about and has the reach of an octopus after a ball. Another thing, he is a bowler with a most deceptive action, a presumably medium paced ball gets up like lightning and, with an hour's practice a day, with all due attention to length, Lieut. Bird should be able to worry most batsmen.

Lt. Clifton Brown, R.N., is, in the opinion of many, a better wicket keeper than Arthur and is also a safe bat, slightly stodgy in style perhaps, but can be reckoned on to keep his wicket up.

Mr. P. A. Cox should be included for his fielding alone and in addition sometimes comes off in his meteoric fashion with the bat, but a tricky bowler would have him in the second over, after being slogged once into Queen's Road; again, Mr. Cox can be used as a change bowler. He gets a glimmer in once in an over, but if he "shortens" his arm with any more elbow action will be no-balled as a thrower.

Mr. M. J. Doctor as a bowler is not up to second rate form and his selection shows the meagre few the Committee had to pick from.

Major Dyson is good in the long field but, we almost think, was selected because he is Major Dyson.

Mr. C. Franklin, R.N., may be useful with his gloves, as he gets a lot of work on the ball.

Gunner Gratrix R.A. is one that can be depended on to do a lot of work, he bats fairly, and as a left hand bowler is likely to be effective as a change.

Mr. R. Hancock in his batting is daddy of the team. He gets well over the ball every time and is the only one, that we have seen, to make any pretence at placing his hits and the same remark applies to his drawing to leg.

Private Preedy is the best bowler and has to a great extent spoiled himself by loose practice at the nets. A man who seems to think that all he has to do is to send them down as hard as he can, regardless of length

and change of pace, is going to get cut to the boundary as long as the wicket remains true. Preedy's batting has somewhat been overlooked and instead of last man in, as usual, he might ston a net if he confines himself to late cutting and blocking.

Captain Radcliffe, R.E., is picked. Nuff said. Mr. T. Sercombe Smith as an all round man was never in doubt, a capable bat, a good field, and a bowler that might get more wickets than other men that are reckoned much his superior. Now and again he puts a ball in with a break in from the leg that is as surprising to the batsmen as it is satisfactory to the bowler.

Mr. Morrison, R.N., is included as a bowler and we hope to see him come off.

We do not expect our local team to shine against the visiting XI's and in a degree it is due to loose practice in the nets. "Nets are good for a man's eye," is just as true as his liver will allow it to be; but the practice is not taken seriously enough and we look to such past masters as Mr. A. G. Wise to see to this, if it is not too late. The prospect of Cox wildly slogging into the hands of Preedy at long on and being stumped, caught and bowled every two minutes is not good to look upon and even Hancock gets slack and hits in a way that in a match he would be ashamed of. Preedy bowls as if there was nothing in the world but pace, and surely next week many a man will do instinctively what he has been doing wantonly for the last month.

OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, October 4th.

THE INDEPENDENT LABOUR PARTY. The election of the Unionist candidate for North, East Lancashire, has provoked quite a series of explanations and announcements from the chief of the Independent Labour Party. If the active propaganda which they propose to start in the Liberal Imperialist constituencies of Scotland actually takes place the immediate result will probably be to immeasurably strengthen the Unionists, in just those places where a small increase in their voting power will turn the scale in their favour. For example, the triangular contest promised by the Labour Party at the next general election in East Fife, Leith, Burghs, East Lothian, and Berwick—seats now held by those four stalwart Liberal Imperialists, Messrs Asquith, Haldane, Munro Ferguson, and Tennant will serve to split the Opposition vote and render certain the return of the Government candidate. The Independent Labour Party being Pro-Boer—though the connection is not obvious—obtains the undivided support of the little Englishers, who appear to consider that a man who loves the Empire more than party is not to be trusted with the destinies of the English nation. Although it is eminently desirable the South African Settlement should be left in the hands of the present government, there is a consensus of opinion that the replacement of such able Liberals as the gentlemen above named by others, of no matter what party, would be a real loss to Parliament and the country.

Mr. Asquith's speech at Ladybank a night or two ago, was extremely opportune, for not only did he then repeat and emphasize his political creed of sane

IMPERIALISM and reiterate his belief in the justice of the South African war, but he also made a significant pronouncement on the subject of Party alliances, which those who try to gain power at no matter what cost in honour and consistency, would do well to lay to heart. "I say again, that the Liberal Party ought not to assume the duties and responsibilities of Government, unless it can rely on an independent Liberal majority in the House of Commons. Such a majority may, take a long time to secure, though, in my judgment, it is far more likely to come upon that footing than upon any other. But be the time long or short, it will, I am satisfied, be found in the long run that it is the only practical alternative to a Tory Government."

MR. JOHN REDMOND commenting on this "very rash and foolish statement" remarks that "a far greater than Mr. Asquith made a somewhat similar declaration in 1885; yet within six months the Liberal Party was returned with a majority dependent upon Irish votes, and adopted Home Rule." At the same meeting in which Mr. Redmond indulged in historical parallels, Mr. W. O'Brien expressed a hope which forms a useful commentary on his English colleagues' ratification: "If the King carries out his intended visit to Ireland next year, I trust the United Irish League will succeed in arousing such a spirit as will convince his Majesty that he comes among a people who only need the arms and training of the Boers to testify their hatred of England's rule, with an eloquence equal to that of the unconquered South African Republics." It is not often that a politician goes so far as this out of his way to play his opponent's game.

The unfounded statement made public at the beginning of the week, that

THE CORONATION might possibly be postponed a few months, in order that the flower of the army, now in South Africa, might be free to return to England and take part in the great review, with which the King purposes to amuse his guests, caused a momentary flutter. The announcement is however, I believe, entirely unfounded; no such change having been even so much as contemplated by the officials concerned in preparation of the programme of festivities. The invitations to Sovereigns, and Heads of States are to be issued next month. In addition to the Kaiser and the Czar, it is believed that the Kings of Italy and Portugal, and the Prince Consort of the Netherlands will be present in person. Every Colony of the Empire will send representative troops of all arms, and it is anticipated that at least one hundred and fifty thousand soldiers will march

past the King at the Coronation, even if it still be necessary to keep an army of the same number in South Africa.

I hear that already £10,000 worth of seats have been taken on the line of route, of which one half were purchased by an American Syndicate.

Coronation gossip is no doubt responsible for the revival of all the old stories respecting the King's luck which is quite proverbial among his intimates. His Majesty's speciality in this connection lies in the picking up of lost articles. In the course of his life, he has found valuables ranging from a satin dancing shoe ornamented with a buckle of real diamonds, upon which he stumbled on the middle of a little frequented Scotch moor, to a jewelled gold watch, which he spied in a field at Homburg during his recent visit; Knives, lockets, a signet ring and a roll of notes are among the trifles which from time to time His Majesty has discovered in gutters and other unlikely places, and for which he frequently has been unable to find an owner.

LIEUTENANT WILLIAM CECIL, brother of the heir presumptive to the Exeter marquise, and of the Miss Cecil, who last week married Captain Ames, the giant of the army, is the unwilling hero of a matrimonial contretemps at present exercising the mind of society. Mr. Cecil, who is only nineteen years of age is undergoing gunnery training at Antrim, and in the intervals of his service found time to woo a lady of similar age, of fair social position, the daughter of an editor, and of great personal charms. Their banns had been twice read in Church, when the mother of the prospective bridegroom intervened in a public and sensational manner. Lady Francis Cecil last Saturday published an advertisement in all the local papers (one presumably excepted) giving notice to "all registrars, ministers and others whom it may concern" not to grant a licence, accept the banns, or perform any ceremony of marriage for her son, "he being an infant." Accordingly the "Third and last time" was not heard by the congregation which crowded the little Church at Jurdanstown last Sunday, and the wedding is presumably postponed until Mr. Cecil attains his majority, or overcomes his mother's objections.

IRELAND, reminds me that the Duke of Marlboro' is to succeed Lord Cadogan in the Lord-Lieutenancy immediately after the King and Queen have paid their long projected visit to the Distressed country in the Spring of next year. The retirement of Earl Cadogan will create a vacancy in the Cabinet, which is to be filled, not by his successor, but by the Chief Secretary, Mr. George Wyndham.

A good deal of interest attaches to the forthcoming meeting of

THE "DAILY NEWS" proprietors to further consider the unprosperous affairs of that journal, and to select a new editor. It is practically certain that a modification of the present Anti-English attitude of what was once the great Liberal organ, will be decided on, as the circulation of the paper has, it is understood fallen off enormously. Of course it is in one sense true that statements like this, are only of value if substantiated by the auditor's figures, which I have not seen, but the common report is certainly borne out, wherever I have made enquiries, and up to the present time I have been unable to find a single erstwhile regular reader, who has not during the last few months substituted the *Chronicle* or some other paper for the *Daily News*.

In "Kim" published this week,

MR. KIPLING has returned to old lines of thought, and the familiar Orient, with added freshness, insight and charm. As in the first "Jungle Book" in "Plain Tales" and other of his Indian books, the reader is transported from the monotonous surroundings of civilized conventionalities, and laid close against the pulsating heart of the mysterious East. Kim himself, the white child, "friend of all the world," bred among natives, thinking their thoughts, speaking their tongue, seeing with their eyes, yet always retaining the inexpressible something, which differentiates the white man born of pure stock from the sons of every coloured race,—no matter what the circumstances of upbringing—is a wonderful character sketch.

The Lama of Tibet, to whom Kim plays the part of disciple, will appear to many readers the real hero of the book, and a more lovable and fascinating personality it would be difficult to conceive. His death, with the perfect Good he sought, still unfulfilled, is as touching a piece of work as Mr. Kipling has ever written. The book contains little plot, but much incident, little description, yet countless pictures, little moralising but an infinity of moral. The illustrations by Mr. Lockwood Kipling are excellent.

"The History of Sir Richard Calmady," by

LUCAS MALET, is a book of very different quality, yet it shares with "Kim" the attention of the reading public at this season. The author of the "Wages of Sin," would not be likely to err on the side of too great a sensibility towards the undoubted yearnings of average folk after a "good story ending happily" and in fact in the insistent realism of "Richard Calmady," the long drawn tragedy of the deformed hero's life revolts the imagination. Moreover there are pages which might advantageously be eliminated from all subsequent editions. Nevertheless it is a most powerful novel, in many ways superior to all that the talented authoress has previously given the world.

"Sir Robert Calmady is born with a horrible deformity, he is without legs; and Book I. relates with wonderful insight and delicacy the development of the boy under the passionate devotion of his mother. Indeed Lady Calmady is the most attractive character of the book. Subsequently, denied the love that brightens most men's lives, and even jeered at by one girl, on account of his physical misfortune; Calmady tempted by a beautiful, witty, clever, but evil woman, plunges into a moral abyss, in which he seeks to drown the recollection of his deformity, and the promptings of conscience. From the life to which his peculiar circumstances and trials have led him, Sir Richard is ultimately rescued by a good woman.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from H. A. RITCHIE, Esq., to sell by PUBLIC AUCTION, on

MONDAY, the 11th November, 1901, Commencing at 2.30 P.M., within his Residence "THURLESTONE," the Peak, near the Mount Austin Barracks, VALUABLE HOUSEHOLD FURNITURE.

Comprising:—BLACKWOOD and MARBLE STANDS, ENGRAVINGS, SOFA, CARD TABLE, CLOCK, MAHOGANY EXTENSION DINING TABLE, TEAKWOOD CHAIRS, SADDLE-BACK SOFA and CHAIRS, WRITING TABLE, SIDEBOARD, CARVED WOOD GLASS, LAMPS, FILTERS, GLASS, WARE, BRASS MOUNTED BEDSTEPS (Single and Double), MARBLE-TOP WASHSTANDS, DINNER WAGON, TOILET SETS, CHESTS-OF-DRAWERS, DRESSING TABLES with Mirrors, WARDROBES with and without Glass, ROCKING HORSE, CROQUET SET, &c., &c.; ALSO:

A Grand PIANO by Messrs. Broadwood & Sons;

AND A Quantity of FERNS and PLANTS in POTS.

TERMS—As Usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 5th November, 1901. [1192c]

GOVERNMENT NOTIFICATION.

No. 634. THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held at the Office of the Public Works Department, on

MONDAY, the 11th day of November, 1901, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 25th October, 1901. [1189c] Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 11th day of November, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 years, commencing from 4th day of September, 1899, with option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

No. of Sale.	Locality.	Boundary Measurements.				Contents in Square Feet.	Annual Rent.	Upset Price.
		N.	E.	S.	W.			
1	New Plantation Station.	51	113	100	77	5,660	38	650

Notice of Firm.

NOTICE. WE have This Day Established ourselves as GENERAL IMPORT & EXPORT MERCHANTS and COMMISSION AGENTS under the Style of—JAKSER & CO., Hong Name 德茂 SENG MAO. The Partners are:—M. LAKSER (absent) and J. LAKSER. Mr. A. R. DONNELLY is authorized to SIGN for us "Per Procuration." LAKSER & CO., 14, Hankow Road, Shanghai, 1st November, 1901. [1190c]

To be Let.

TO LET. FIRST FLOOR of GODOWN, No. 1, NEW PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 5th November, 1901. [1193c]

TO LET. NOS. 3 and 6, ORMSBY TERRACE, KOWLOON.—Immediately. Apply to PUN HUNG, 85, Queen's Road Central, Hongkong, 5th October, 1901. [1191c]

TO LET. NOS. 1, 2, 4, 5, 6, 7 and 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Voeux Road Central, Hongkong, 28th October, 1901. [1192c]

TO LET. NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1190c]

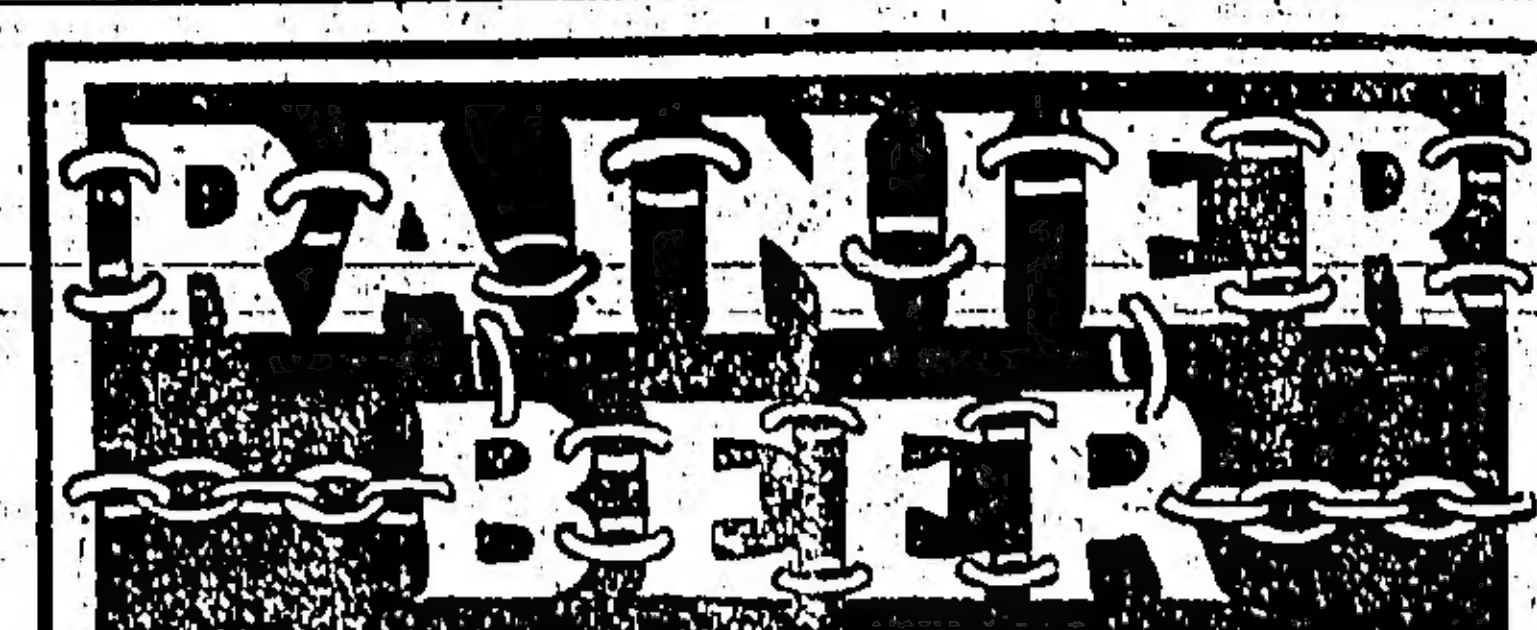
TO LET. SIX SEMI-EUROPEAN HOUSES, Nos. 20/25, PO HING FONG. Apply to CHAU CHEUK FAN, No. 8, Queen's Road West, Hongkong, 16th October, 1901. [1126c]

TO LET. GODOWN—No. 54, DUNDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1192c]

TO LET. TWELVE EUROPEAN HOUSES; Nos. 14, 18, 22, 26, 28, 30, 34, 36, 38, 42, 44 and 46, LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 4th October, 1901. [1193c]

TO LET. A HOUSE in RIFON TERRACE, "THE RETREAT," MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1190c]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901.

[1028c]

W. BREWER & Co.

23 and 25, QUEEN'S ROAD.

JUST LANDED.—EX. S.S. "BORNEO."

PATENT LEATHER BOOTS AND SHOES.

A New Stock GENTLEMEN'S BOOTS AND SHOES.

COURT SHOES. DANCING PUMPS. TENNIS SHOES.

A very superior brand BLACK AND BROWN WALKING BOOTS AND SHOES.

A very fine selection of CHRISTMAS AND NEW YEAR CARDS.

Hongkong, 4th November, 1901.

[1089c]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

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755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

[1733c]

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

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Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901.

[194c]

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THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

[21]

WORTH A GUINEA, A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helena, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS, LIMITED, APOTHECARIES, HALL, 66, Queen's Road Central, Hongkong.

SIEN TING, SURGEON DENTIST.

No. 14, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 29th September, 1901.

[120c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

[16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, BURG DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, and January, 1901.

[16c]

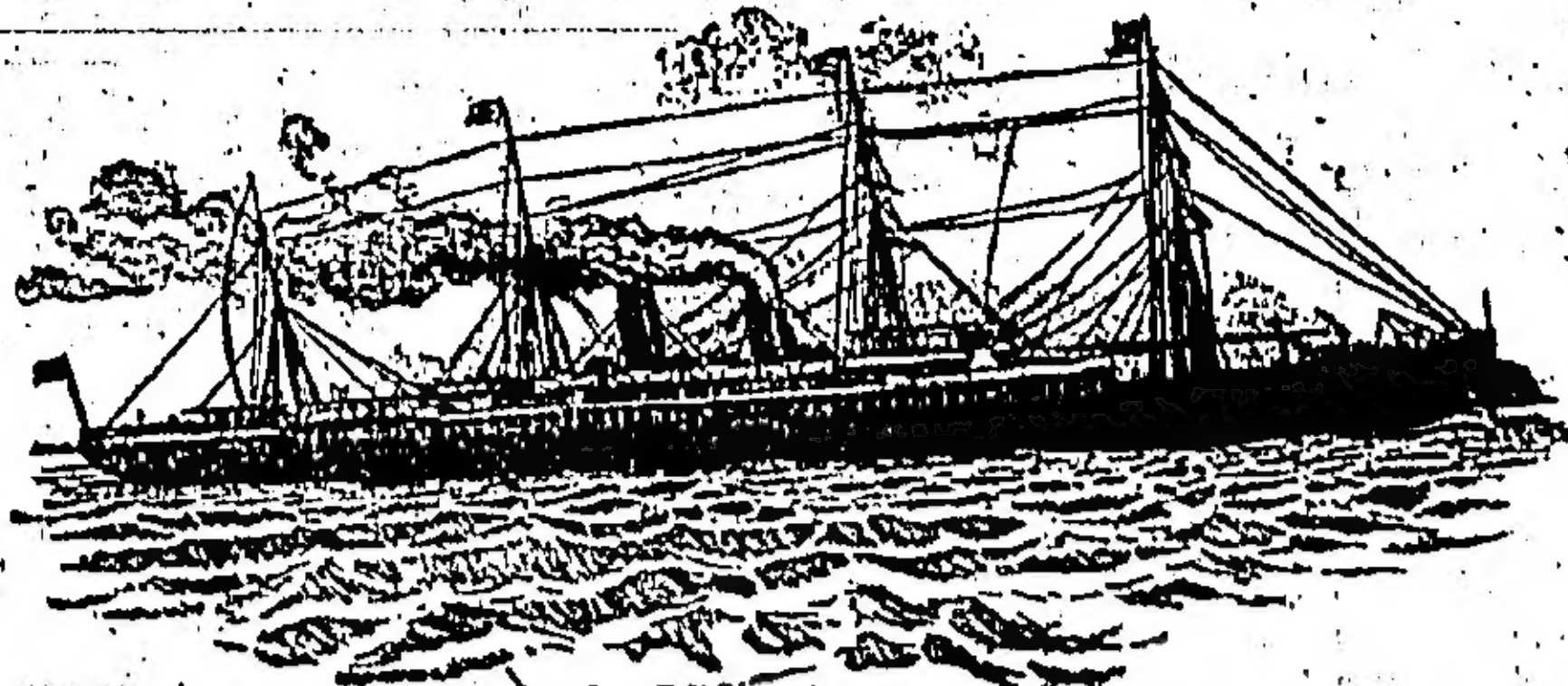
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PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 12th November, at Noon.
"COPTIO"	WEDNESDAY, 20th Nov., at Noon.
"AMERICA MARU"	THURSDAY, 28th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"CAELIC"	SATURDAY, 14th December, at Noon.
"NIPPON MARU"	SATURDAY, 18th January, at Noon.

THE "M. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND-SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 12th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials and located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

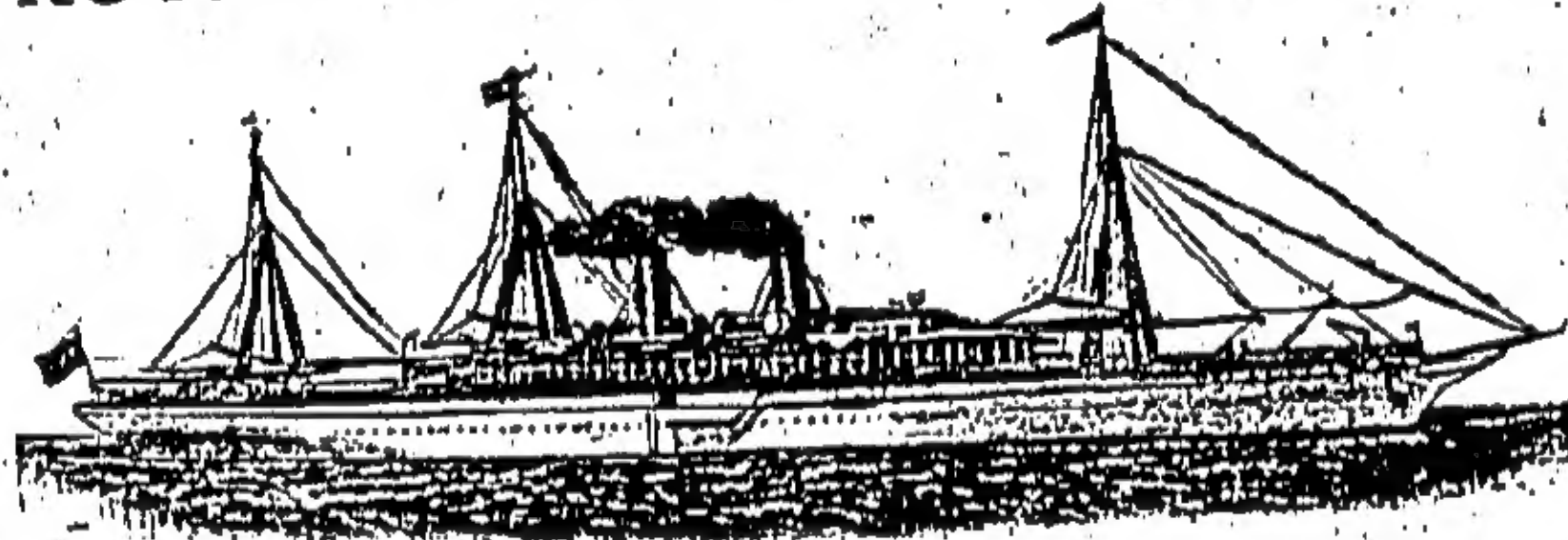
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100). Gold address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100). Gold address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 5th November, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedler's Street.

Hongkong, 23rd October, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SEGOVIA	HAVRE, BREMEN and HAMBURG.	16th Nov.	Freight.
Forer	(Calling at SINGAPORE and PENANG.)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zachariae	(Calling at SINGAPORE and COLOMBO.)		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Bore	(Calling at SINGAPORE and PENANG.)		
SERBIA	HAVRE and HAMBURG.	28th Dec.	Freight.
Bremer	(Calling at SINGAPORE and COLOMBO.)		
NUERNBERG	HAVRE and HAMBURG.	6th Jan.	Freight.
Ammon	(Calling at SINGAPORE and PENANG.)		
STRASSBURG	HAVRE and HAMBURG.	13th Jan.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO.)		
SAMBIA	HAVRE and HAMBURG.	28th Jan.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA-LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 4th November, 1901.

Insurances.

"Strongest in the World."

Assets	Surplus
\$05	\$6
Millions	Millions
\$8.	\$8.

There is No Other Just as Good

EQUITABLE LIFE

DEATH CLAIMS.	Paid Within One Day.
1895.....\$2.3 per cent.	
1896.....91.4	
1897.....91.4	
1898.....92.8	
1899.....95.8	
1900.....97.3	
1901 (first half) 97.3	

This record should appeal to every man who contemplates making provision for his family by means of life assurance.

F. KIENE,
Manager,
Hongkong.

Hongkong, 2nd November, 1901. [1905]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. [7122]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIMSEN & Co.,
Hongkong, 28th May, 1894. [30]

Intimations.

OLD CHELTONIANS.

OLD CHELTONIANS are invited to attend a MEETING to be held at No. 22, DES VOGES ROAD CENTRAL, (P. & O. Building), at 4.30 P.M., TO-MORROW, the 7th November.

Old Cheltonians who are unable to be present are requested to send their Names and addresses to

T. C. GRAY,
Messrs. REISS & Co.,
Acting Honorary Secretary.

Hongkong, 29th October 1901. [11732]

CHINA TRADERS' INSURANCE CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, on TUESDAY, the 12th November, at TWELVE O'CLOCK, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.

Hongkong, 21st October, 1901. [11410]

THE PUMJOM MINING COMPANY,
LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks, and Accessories in the immediate future; the Directors have resolved to make the FINAL CALL of ONE DOLLAR per Share; and accordingly

Notice is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 14th October, 1901, the following RESOLUTION was passed:

That the FINAL CALL of ONE DOLLAR per Share upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such CALLS to be PAID to the Company at their Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of NOVEMBER, 1901.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 15th day of NOVEMBER, 1901, at the Rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 15th day of NOVEMBER, 1901, up to the actual date of Payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.

Hongkong, 15th October, 1901. [11210]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of 2 1/2 per Share for the year 1900, equivalent to 40% on the Paid-up Capital of \$50 per Share, has been declared. WARRANTS will be issued on the 11th October.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 10th October, 1901. [11066]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37 1/2 lbs. Net ex-Factory.
\$8.30 per Box of 250 lbs.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 10th June, 1901. [11066]

A. LING & Co.,
FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.

FOOCHOW LACQUER WARE
Hongkong, 18th June, 1901. [6422]

THE NEW MANCHURIAN
AGREEMENT.

ANOTHER VERSION.

TOKIO, October 24th

It is now reported that the negotiations between Russia and China about Manchuria were only to "decide" matters connected with the retirement of the Russian troops and the transfer of the railway. Nothing was stipulated about the command and organization of Chinese troops in the province. Russia favoured the idea of declaring a certain district on the frontier to be a buffer state, in order to avoid the danger of collisions between the Russian and Chinese troops. It is also reported that the pro-Russian and Chinese Ministers appealed to the Empress Dowager to concede the district north of Kirin to Russia, so as to secure Russia's protection in the event of trouble arising in the next 50 years.

A despatch to a certain quarter in Yokohama gives the text of the new Treaty.

1. The right of unrestricted travel in Manchuria to be granted to Russians.

2. The construction of railways in districts where such railways are necessary to be given to Russia.

3. A special regulation to be issued with regard to the Russian evacuation of Manchuria.

4. Russia to be consulted about military affairs in connection with the defence of Manchuria.

5. Russia to be given the privilege of mining and felling trees in Manchuria.

6. China to give a guarantee that the New-tung railway shall not be ceded to any country.

7. China to recognise the ownership of the buildings and property taken possession of by Russia after the recent disturbance.

8. Measures for the protection of the railway to be arranged between Russia and China until such time as peace has been completely restored in Manchuria.

9. China to grant Russia the use of land required for the carrying out of clauses 2 and 4—Mainichi.

Peking, October 23rd.—It is understood that Jung-lu who favours a pro-Russian policy in reference to Manchuria, was induced to take that line by the Russian diplomats, Yang-lu, Chinese Minister to St. Petersburg, acting as intermediary in the intrigue.—Asahi.

FRENCH NAVIGATION OF THE
UPPER YANGTSE.

THE RAPIDS SUCCESSFULLY PASSED.

OLD KOWICHOW, October 28th.

The French gun-boat *Olyra*, built by Farnham, Boyd & Co., Ltd., which left here last month for the Upper Yangtse, passed Chin-tan and Tung Ning Rapids last Saturday on her own steam. On Sunday at two o'clock in the afternoon she passed the Yehian Rapid, putting out her own hawser which, however, she did not use. At 4 p.m. on Monday (yesterday) she passed safely through the most dangerous of the rapids at this season, the New Ko-tan. When she was passing the Ko-tan there was a rumour amongst the Chinese that the British gunboat *Kinsha*, (late *Pioneer*) had come to grief somewhere, but the report was not confirmed. [The *Olyra* had a British pilot on board.]

With regard to the *Kinsha*, Lieutenant Sommerville has been sent down specially from Chungking to assist Lieutenant Powell with the navigation of the dangerous parts of the river.—China Gazette Cor.

FRANCE IN CHINA.

PURCHASE OF CHINESE GUNBOATS.

According to information received by the *Osaka Asahi* from its correspondent at Foochow, the Viceroy Hsu Yingkwai, of Fuhkien province, is now in negotiation with the French Consul there for the sale to France of the two Chinese gunboats, recently constructed at the Pagoda Shipbuilding Yard, Foochow, to redeem a loan due to France with the money obtained from the vessels' sale. These gunboats are the *Kienwei* and *Kienang* of 350 tons each, which were constructed under the auspices of French authorities with materials supplied by a certain French firm. These materials have not been paid for up to the present, owing to the scarcity of funds in the Chinese provincial treasury. This is stated to be the reason for Viceroy Hsu's intended transfer of the two gunboats to the French Government.

SHANGHAI RACE—AUTUMN
MEETING.

Steward—B. A. Clarke, Esq., Chairman;
A. v. Butler, Esq.; R. McGregor, Esq.; F. Cove, Esq.; J. A. Pond, Esq.; John Liddell, Esq.; and E. A. Probst, Esq.

FIRST DAY.—TUESDAY, 5TH NOVEMBER, 1901.

THE SUBSCRIPTION PLATE; value, Tls. 200;

second, Tls. 50; third, Tls. 25; for subscription

Walters of this meeting; weight for inches

as per scale; entrance, Tls. 5. Three-

Quarters of a mile.

Mr. St. Casses's Golden Bell.....2

Mr. Bronson's Annie.....1

Mr. Tarporley's Innocence II.....3

Time 1.20 1/5.

THE CRITERION STAKES; value, Tls. 300;

second pony, Tls. 50; if five or more starters,

third pony, Tls. 25; for China ponies; weight

for inches as per scale; entrance, Tls. 5.

One mile.

Mr. George Pitt's Desert King.....1

Mr. John Peel's Set.....2

Mr. Duplex's The Dealer.....2

Time 2.4 1/5.

THE MAIDEN STAKES; value, Tls. 300; second

pony, Tls. 75; third pony, Tls. 50; for China

ponies that have never run at any meeting;

weight for inches as per scale; entrance,

Tls. 5. Three-Quarters of a mile.

Mr. Ring's Arcier.....1

Mr. Jay's Disgrace.....2

GIRAULT FOR TABLE DELICACIES.

Mr. Moli's Recorder.....3

Time 1.32 3/5.

THE MALOO PLATE; value, Tls. 150; second

pony, Tls. 50; for China ponies; weight for

inches as per scale; entrance, Tls. 5. Half-

a-mile.

Mr. Mollaw's Balder.....1

Mr. Oswald's Royston.....2

Mr. Crawford's Esperance.....3

Time 2 1/5.

THE CLUB CUP; value, Tls. 200; second pony,

Tls. 50; if five or more starters, third pony

Tls. 25; for China ponies; weight for inches

as per scale; entrance, Tls. 5. Two miles.

Mr. Roddy's Chessy.....1

Mr. Buxey's Rose de France.....2

Mr. Oswald's Dunlea.....3

Time 4.20.

THE LOTTERY STAKES; for all China ponies;

value, Tls. 200, added to a sweepstakes of

Tls. 15 each; forfeit Tls. 5, if declared on or

before the date of closing the entries for the

Autumn Meeting, when the balance Tls. 10

is to be paid, and the name and colour of the

pony declared; the stakes will be divided as

follows:—First pony, 70 per cent., second

pony, 20 per cent., third pony, 10 per cent;

weight for inches as per scale; winners of a

race of one mile or over to carry 5 lbs. extra;

griffins which have arrived in Shanghai on

or after 1st August 1901 allowed 7 lbs.; non-

winners and griffins purchased prior to above

date, allowed 4 lbs.; no ponies qualified to

run unless entered at Autumn meeting, in an

official race. One mile and a half.

Mr. Barley's His Majesty.....1

Mr. Ring's Amphion.....2

Mr. Kanuck's Ichimurd.....3

Time 3.17 3/5.

THE AUTUMN CUP; value, Tls. 200; second

pony, Tls. 50; if five or more starters, third

pony Tls. 25; for China ponies; weight for

inches as per scale; winner of the Criterion

Stakes 5 lbs. extra; non-winning jockeys

allowed 5 lbs.; entrance, Tls. 5. One mile

and a quarter.

Mr. John Peel's Set.....1

Mr. Duplex's The Dealer.....2

Mr. Robson's Loyalty.....3

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"SUNGKIANG"	7th instant.
NINGPO and SHANGHAI.	"WAMPOA"	8th instant.
LOILO and CEBU.	"KAIPO"	8th instant.
AMOI, SAMARANG and SOERABAYA.	"SHANTUNG"	9th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th instant.
TIENTSIN	"NANCHANG"	10th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"ACHILLES"	6th November, 1901.
"	"GLAUCUS"	9th " "
"	"IXION"	18th " "
"	"DEUCALION"	25th " "
"	"PELEUS"	5th December,
"	"PATROCLUS"	15th " "

HOMEWARDS.

FOR LONDON.

"NESTOR"	12th Nov., 1901.
"MACHAON"	26th "
"ACHILLES"	10th Dec. "
"CLAYTON"	24th "
"DEUCALION"	7th Jan., 1902.
"PELEUS"	21st "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ADANA," will be despatched for the above Port, on SATURDAY, the 9th instant.

To be followed by the Steamship "ASAMA,"

on or about 15th December. And by the Steamship "ACARA,"

on or about 31st December. For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 6th November, 1901. [1180c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG," Captain Payne, will be despatched as above on SATURDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st November, 1901. [1186c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOI. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 10th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th November, 1901. [1226c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOI.

THE Company's Steamship

"DIAMANTE," Captain J. Rattenburg, will be despatched as above on TUESDAY, the 12th instant, at 4 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 5th November, 1901. [1191c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-Class Steamships "INDRAVELLI," "INDRAPURA,"

and "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (OR.), on or about the 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 29th October, 1901. [1174c]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through Rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS D'ACQUEHEM," Captain Bialer, will be despatched as above on TUESDAY, the 19th November.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 28th October, 1901. [1144c]

For Sale.

FOR SALE SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply

"STEAM," C/o The Hongkong Telegraph, Hongkong, 10th August, 1901.

FOR SALE, CHEAP. A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition.

For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [156c]

Intimations.

BACON I BACON II BACON III

JUST RECEIVED.

A FRESH Consignment of AUSTRALIAN BACON "AS BEFORE" will be cut in

1lb and 2lb pieces to suit purchasers.

H. RUTTONJEE, No. 5, D'Aguiar Street, and No. 39, and 40, Elgin Road, Kowloon.

Hongkong, 6th November, 1901. [1145c]

NEW VICTORIA HOTEL, ROTISSERIE, Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Menu at Moderate Rates.

Madar & Farmer, Proprietors. Hongkong, 2nd September, 1901. [1058c]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audenard's Watches awarded the highest Prizes at every Exhibition; and for Veiglander and Sohn's CELEBRATED OCEKA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 14 & 16, Queen's Road Central. [132c]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [141c]

C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES—SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [1558c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID. AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1901. [137c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL and PROVISION MERCHANTS, NAVAL CONTRACTORS and GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1901. [148c]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 12-Hour Road.

I am now in a position, in his New and Com. I modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East, GROUPS and VIEWS, a speciality.

Hongkong, 22nd September, 1901. [140c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

CHRISTIE BURRILL, British ship, Jafy, Order, HELEN H. WYMAN, American ship, Yambou, —Arnhold, Karsberg & Co.

Intimations.

WANTED. ADVERTISER seeks Engagement as CLERK of Works. Thoroughly efficient in all Branches of Construction, Surveying (Land), Drawing, Estimating, Measuring and General Office and Outside Work. Locality no object.

Apply to "X," Office of This Paper. Hongkong, 17th October, 1901. [1128c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901. [853c]

T. M. STEVENS & CO., CARRY IN STOCK. A FULL LINE OF "GERMANY" MANILA CIGARS.

T. M. STEVENS & CO., Beaconsfield Arcade. Hongkong, 2nd September, 1901. [959c]

Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra. Cable Address: "HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Oriskany Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The Company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices, and October, 1901. [1008c]

Relieves the scaling pain at once and

CURES all discharges from the genito-urinary organs in either sex in 48 HOURS.

Unlike the sandal oil of the Bazar, it is superior to Camphor, Cubebs, or injections, and causes no inconvenience.

Beware of imitations. Each tiny Capsule bears the name ADY.

8, RUE VIVienne, PARIS.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED, my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street. Hongkong, 27th April, 1900. [144c]

SOUTH AFRICAN WAR.

General Sir Bindon Blood, who has just returned from India after holding high command in the Transvaal, has been interviewed by a representative of the Bombay Gazette.

Sir Bindon Blood said:—"No doubt the majority of the Boer leaders are just as anxious as we are to bring about a settlement, but those whom I have met told me that the great obstacles in the way were Steyn, de la Rey, and in a less degree de Wet. De Wet has been ill and seems to have been a little out of things lately. I heard on landing yesterday," added the General, "that Scheepers has been caught. I think there cannot be a doubt that the capture is a considerable step towards a settlement. Shortly before I left South Africa," added General Blood, "I had an interview with Nijssen, Assistant Commandant-General of the Burger force. He was in command of the enemy in the northern part of my district and he came in by appointment to meet me at Lydenburg. He had luncheon with me, and stayed the greater part of the day talking about everything. He was very careful to impress upon me that neither he nor any other of the men on the Boer side who respected themselves could surrender individually and leave their fellow-countrymen in the lurch. But he said at the same time that no one could be more anxious than he was for a settlement. I spoke much with Viljoen about the prospects of the country after settlement, and he was very anxious to impress upon me that the Boers themselves, directly peace was made and things were arranged would be extremely useful in keeping the King's Peace; that they were law-abiding people, and in no way did they deserve the name of banditti which had been given to them by some of our people."

MAIL NEWS.

A dastardly attempt was made on the life of a sentinel on guard at the tomb of the late President McKinley in the Canby cemetery. It appears that two night prowlers stealthily advanced in the darkness and stabbed the soldier on duty, and then escaped. It is supposed that the object of the men who committed the assault was to open the tomb and carry away the body of the late President.

Col. Theodore Roosevelt, the new President of the United States, refuses to be accompanied in public by a bodyguard. He persists in moving about without detectives being in close quarters to watch and arrest persons who may have designs upon his life. The public are in continual dread that his confidence and courage may be misplaced, and that he may fall a victim to the anarchists.

The Treasury reports that the revenue for the United Kingdom for the past quarter totalled £28,636,347 compared with £27,213,377 for the corresponding quarter of last year. Customs produced £6,722,974, against £5,526,446; excise £8,967,051, against £9,073,000; stamps £1,740,000, against £1,830,000. The increase in customs was chiefly due to the new duty on sugar.

Two inmates of the Girls' Reformatory at Redruth escaped several days ago. The girls were found in boys' attire, in which they had been wandering about for days. They made caps from stolen Cape Company's clothes which they secured, and which had been sent to the reformatory for repairs.

The first of the series of five submarine vessels which are being constructed for the British Admiralty at Barrow-in-Furness has been launched. The vessel, which is of the Holland type, exhibited great buoyancy.

A Swedish Antarctic Expedition will start on October 8th, and winter to the south of the Falkland Islands.

The French and Russian Consuls-General have withdrawn from Crete. There are indications that Greece is strengthening her influence in the island.

One of the boilers in a French torpedo boat destroyer at Algiers exploded, with the result that one person was killed and five others were injured.

The drought in Yorkshire, Lancashire, and other parts of the north of England has broken up.

Two fine coal seams have been discovered at Dover, in Kent.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer Oceanic, from Marseilles, Oct. 29.—To Shanghai: Mr. Wilfah.

Per P. and O. steamer Oceanic, connecting with the steamer Maillia, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twissell, Miss G. M. Miller, Miss A. N. Harri, Miss M. G. Sallan, Miss N. Marshbank, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West, Miss Bridges, Mr. and Mrs. A. Laming and 3 children, Mr. Hurmu, To Hongkong: Capt. R. W. White, Mrs. M'Curbin and child, Mr. and Mrs. A. T. Godfray, Sgt. Ancombe.

Per P. and O. steamer Ballarat, from London, Oct. 2.—To Yokohama: Mr. Moxon. To Shanghai: Mr. H. W. Dickinson, Mr. Wollaston, Mr. D. Lawson, Mrs. W. H. Bourne, Mrs. Moore and 2 children, Mr. and Miss Windsor and 2 children, Mr. and Miss Shindler, Rev. W. Gibson, Miss Perrott, Miss Pullan and 2 children, Rev. and Mrs. Watson, Misses Wat. (2). To Hongkong: Lieut. J. D. Venables, Capt. B. K. Hanbury, Mrs. Bennett, Mr. Cockburn, C.B., Rev. F. Brown, Mr. J. E. Bench, Rev. and Mrs. Hickman, Mr. Hongkong: Miss Rumsey, Miss M. Bennett, Miss Walsh, Miss Hitchcock, Mrs. Layton, Miss G. Dunk. To Singapore: Mr. Frank Adam.

Per P. and O. steamer Australia, connecting with the steamer Chusan, at Colombo, from London, Oct. 18.—To Shanghai: Mrs. Dudley, Mr. and Mrs. Wingrove and child, Mrs. C. C. Clarke. To Hongkong: Mrs. and Miss Drew, Mr. Ramsey Shields, Mr. Tullis, Mrs. Bremner. From Marseilles.—To Shanghai: Mr. and Mrs. Forbes, Capt. J. McKenzie.

Per Norddeutscher Lloyd steamer Stuttgart, from Bremen, Oct. 7, and Southampton, Oct. 7.—To Shanghai: Miss Jessie P. Rhind, Mr. Edward Powys, Mr. and Mrs. W. E. Taylor and family, Miss Cole, Miss Clough, Miss Hirst, Rev. and Mrs. T. Clark and family, Miss Stayer, Miss Usher, Mrs. McCracken, Mr. Blinn, Mr. Stollhumer, Miss L. Johnston, Mrs. Agassir and child, Miss Clark.

Shipping.

ARRIVALS. PEKIN, British steamer, 3957, F. J. Fox, 5th Nov.—Singapore 29th Oct., Canton and

Twist, P. & O. S. N. Co. JUSTIN, American transport, 1,402, Scott, 5th Nov.—Cavite 1st Nov.

HAITAN, British steamer, 1,183, J. S. Roach, 6th Nov.—Fochow 3rd Nov., Amoy 4th, and Swatow 5th, General.—Douglas, Lap-mak & Co.

ERNEST SIMONS, French steamer, 2,162, A. Vaquier, 6th Nov.—Marseilles 29th Sept., and Saigon 3rd Nov., Mails and General.—Messageries Maritimes.

BISANCO, Italian steamer, 3,509, P. Brusca, 6th Nov.—Bombay and Singapore 29th Oct., General.—Carlowitz & Co.

WAKASA MARU, Japanese steamer, 3,881, J. B. Macmillan, 6th Nov.—London via Singapore 27th Sept., General.—Nippon Yusen Kaisha.

DOACK, British steamer, 2,517, J. Barber, 6th Nov.—Singapore 31st Oct., General.—Jardine, Matheson & Co.

GAZA, Norwegian steamer, 624, Pedersen, 6th Nov.—Swatow 5th Nov., Ballast.—Order.

DAIJIN MARU, Japanese steamer, 800, S. Saida, 6th Nov.—Tamsui and Nov, General.—Mitsui Bussan Kaisha.

HIBISHIMA MARU, Japanese steamer, 2,035, T. Murai, 6th Nov.—Kobe 31st Oct., General.—Nippon Yusen Kaisha.

ARIAKE MARU, Japanese steamer, 2,181, T. Takaki, 6th Nov.—Kuchino 1st Nov., Coal.—Mitsui Bussan Kaisha.

CHWNSHAN, British steamer, 1,282, J. Jenkins, 6th Nov.—Koh-si-chang 28th Oct., General.—Bradley & Co.

QUARTER, German steamer, 1,145, H. Johannsen, 6th Nov.—Canton 6th Nov., General.—Siemssen & Co.

Clearance at the Harbour Office. Anping Maru, Japanese str., for Fochow.

Hanoi, French str., for Hoihow.

Taurus, Norwegian str., for Rangoon.

Jacob Diederichsen, German str., for Hoihow.

Hoihow, French str., for Hoihow.

Tartar, British str., for Fochow.

Phranang, German str., for Swatow.

Wu Kwai, British steam-launch, for Wuchow.

Gata, Norwegian str., for Bangkok.

Chan On, Chinese steam-launch, for Wuchow.

Benlarig, British str., for Singapore.

Kaganan, British str., for Canton.

Ulla Vera, Portuguese str., for Macao.

Olimpo, Austrian str., for Moji.

DEPARTURES. Nov. 5, Phranang, German str., for Swatow.

Nov. 6, Saxonia, German str., for Calcutta.

Nov. 6, Tartar, British str., for Fochow.

Nov. 6, Piccola, German str., for Saigon.

Nov. 6, Thales, British str., for Swatow.

Nov. 6, Nanyang, German str., for Chiofo.

Nov. 6, Uganda, British transport, for Calcutta.

Nov. 6, Kueiyang, British str., for Tientsin.

Nov. 6, Anping Maru, Jap. str., for Fochow.

Nov. 6, Hanoi, French str., for Hoihow.

Nov. 6, Rujah, British str., for Calcutta.

Nov. 6, Ernest Simons, French steamer, for Shanghai.

NOTANDA.

CALENDAR.

NOVEMBER.
Meteorological means based on fifteen years' observations to 1895.

Barometer.....	30.103
Thermometer.....	69.2
Humidity.....	65
Rainfall.....	1.03

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.

Barometer..... 30.16

Temperature..... 75

Humidity..... 59

Rainfall.....

TO-DAY.

Wednesday, 6th November, 1901.

Chinese—26th of 10th moon of 27th year of Kwang-si.

Sun—Rises 6hr. 0min.

Sets 5hr. 20min.

Moon—In Equator 6hr. p.m.

High water—Morning 6hr. 0min.

Afternoon 6hr. 30min.

Low water—Morning 1hr. 30min.

Afternoon 1hr. 0min.

ANNIVERSARIES.

1830—The Tsimshatsui battery fired on British ships anchored in Hongkong harbour.

1843—Treaty of Commerce between Britain and China.

1850—English and French treaties promulgated by Berlin Gazette.

1856—Riot by French sailors at Nagasaki; British bluejackets wounded.

1857—Daring piracy on the Canton River; 5,000 looted.

1858—Evacuation of Crete practically completed; Prince George of Greece proposed as Commissioner-General.

1859—H.R.H. Prince Henry of Prussia arrives in Hongkong.

TO-MORROW.

Thursday, 7th November, 1901.

Chinese—27th of 10th moon of 27th year of Kwang-si.

Sun—Rises 6hr. 0min.

Sets 5hr. 10min.

High water—Morning 6hr. 10min.

Afternoon 6hr. 20min.

Low water—Morning 1hr. 20min.

Afternoon 1hr. 10min.

ANNIVERSARIES.

1724—John Kyrle, "Man of Ross" died.

1834—Imperial Edict prohibiting the opium trade.

1843—Death of Lieut. Col. Knowle.

1874—Capt. Garcias Garcia and Dr. Elmore appointed by the President of Peru as a Special Mission to Japan and China.

1895—Mr. John MacGregor died in Shanghai. British barque *Brucellera* capsized in Newchwang river.

1899—Boers resume bombarding Ladysmith after two days cessation.

ACENDA.

TO-MORROW.

D. & Co.'s steamer *Lenau* leaves for Yokohama and Kobe.5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila via Amoy.

FRIDAY, 8th.

C. N. Co.'s steamer *Kaifong* leaves for Haikou and Cebu.S. T. Co.'s steamer *Adana* leaves for New York via Suez Canal.Daylight—N. Y. K. steamer *Wakasa Maru* leaves for Kobe and Yokohama.Noon—N. Y. K. steamer *Hiroshima Maru* leaves for Bombay via Singapore and Colombo.

SATURDAY, 9th.

C. N. Co.'s steamer *Sungkiang* leaves for Manila.P. & O. Co.'s steamer *Coromandel* leaves for London.P. & O. Co.'s steamer *Ballaarat* leaves for Shanghai.Noon—C. S. N. Co.'s steamer *Laisang* leaves for Singapore, Penang and Calcutta.

4.15 p.m.—Football Match, Hongkong Football Club v. 25th Co., E.D.R.A.

SUNDAY, 10th.

C. N. Co.'s steamer *Changsha* leaves for Australia via Manila.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

October 10th.

The officers of the s.s. *Catherine Ahearne* are:—Capt. S. H. Benson, chief officer A. Buchanan, 2nd officer A. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrie, 2nd engineer T. T. Barrie, 3rd engineer W. Park, 4th engineer W. Mark.The officers of the s.s. *Yuen Sang* are:—Capt. P. H. Rolfe, chief officer C. E. Meillon, 2nd officer H. Herbert, 3rd officer R. L. Shreffell.

October 14th.

The officers of the s.s. *Pentakita*, Captain Parsons, are:—1st mate J. C. Keerhkan, 2nd mate J. H. Gaigrey, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spiswood, 3rd engineer R. Rimmer, 4th engineer P. Christie, 5th engineer F. McColgan.

October 19th.

The officers of the German steamer *Marburg* are:—Capt. E. Zacharine, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Ross, 2nd engineer M. Boring, 3rd engineer H. Tahne, 4th engineer M. Harris.

November 1st.

Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer, of the s.s. *Loongsang*, who is now on sick leave.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Ballaarat*) 8th inst.Australian (*Eastern*) 11th inst.Indian (*Lightning*) 11th inst.American (*Coptic*) 12th inst.German (*Kiautschou*) 12th inst.German (*Stuttgart*) 13th inst.American (*America Maru*) 20th inst.American (*City of Peking*) 28th inst.The Canadian Pacific Railway Co.'s steamer *Athenian* arrived at Yokohama at 6.30 a.m. on Tuesday the 5th inst., and left again at 2 p.m., same day for Kobe.The Imperial German Mail steamer *Kiautschou* left Kobe via Nagasaki and Shanghai on Monday p.m., the 4th inst., and may be expected here on or about Wednesday the 14th inst.

THE SHARE MARKET.

LATEST QUOTATIONS.

(NOVEMBER 6th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$62 1/2 sellers
The Bank of China and Japan, Limited (Preference)	£ 5	nominal
The Bank of China and Japan, Limited (Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited (Deferred)	£ 1	nominal
National Bank of China, Limited	£ 1	\$2 1/2 sellers
Do.	£ 1	\$1 1/2 sellers

Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$3 1/2 buyers
China Traders' Insurance Company, Limited	£ 25	\$58 sellers
North China Insurance Company, Limited	£ 25	Tails 180 buyers
Yangtze Insurance Association, Limited	\$ 50	\$130
Canton Insurance Office, Limited	\$ 20	\$160 sellers
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$365 buyers
China Fire Insurance Company, Limited	\$ 20	\$85 sellers

Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$35 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$149 sellers
China and Manila Steamship Company, Limited	\$ 50	\$63 sellers
Douglas Steamship Company, Limited	\$ 50	\$47 sellers
China Mutual Steam Navigation Company, Limited (Preference)	£ 10	£10 buyers
China Mutual Steam Navigation Company, Limited (Ordinary)	£ 5	£5 sellers

Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$156 sellers
Luxon Sugar Refining Company, Limited	\$ 100	\$20 sellers
Perak Sugar Cultivation Company, Limited	Tails 50	Tails 72 1/2

Mining.		
Punjom Mining Company, Limited	\$ 9	\$1.60 sales
Punjom Mining Preference Shares	\$ 1	\$1 sellers
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Qin Mines, Limited	Cents 25	4 cents
Telesu Mining and Trading Company, Limited	\$ 185	\$4 1/2
Raub Freehold Mines, Limited	\$ 5	\$134 buyers
Olivers Freehold Mines, Limited	\$ 5	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Tails to sales

Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$28 1/2 buyers
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Tails 265 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$97 buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 62	\$25 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited	Tails 100	Tails 295

Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$192 sales
Kowloon Land and Building Company, Limited	\$ 30	\$34 buyers
West Point Building Company, Limited	\$ 50	\$67 buyers
Hongkong Hotel Company, Limited	\$ 50	\$130 sales
Oriente Hotel Company, Limited (Manila)	\$ 100	\$55 buyers
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$275
Humphrey's Estate and Finance Company, Limited	\$ 10	\$13 1/2 buyers

Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 20	\$14 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 46 buyers
International Cotton Manufacturing Company, Limited	Tails 100	Tails 33 1/2 buyers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 50 buyers
Soy Chee Cotton Spinning Company, Limited	Tails 100	Tails 260
Yahloong Cotton Spinning Company, Limited	Tails 100	Tails 11

Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	\$ 500	\$500 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal
Shanghai-Sumatra Tobacco Company, Limited	Tails 100	Tails 35
Shanghai-Langkai Tobacco Company, Limited	Tails 100	Tails 320
American Cigarette Company, Limited	Tails 50	Tails 50

Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$2 1/2 sellers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 buyers
Watkins, Limited	\$ 10	\$10
Hongkong Electric Company, Limited	\$ 10	\$12 buyers
Hongkong Electric Company, Limited	\$ 5	\$60 buyers
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 25	\$180 sellers
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$184 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$280 buyers
Dairy Farm Company, Limited	\$ 6	\$9 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$1.10 buyers
United Asbestos Oriental Agency, Limited	\$ 4	\$9
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$194 sellers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$20 buyers
China Light and Power Co., Limited	\$ 5	\$50
Robinson Piano Co., Limited	\$ 5	\$47 sales
Manila Investment Co., Limited	\$ 50	

Visitors and Residents at the PEAK HOTEL.		
Baulton, Mr. J. F.	Marle, Mr. Hugo	
Beattie, Mr. James	Martin, Mr. R.	
Bonarr, Mr. J. W. G.	May, Mr. A. J.	
Brown, R. E., Col. L. F.	Mase, Mr. H. M.	
Brayne, Mr. H. F. R.	McDermott, Mr. A. P.	
Burns, Mr. G.	Miller, Mr. and Mrs.	
Collard, Col. A. W.	Mumford, Mr. and Mrs.	
Connell, Mr. and Mrs.	and children	
J. L. O.	Pitt, Mr. John, R. N.	
Coppin, Mr. A. G.	Pollock, Hon. H. E.	
Crookenden, Col.	Quinn, Mr. R. M.	
Davies, Mr. W.	Rumsey, R. N., Hon.	
Dixon, Mr. W. B.	R. Murray	
Dixon, Mr. F. H.	Sawyer, Mrs.	
Eckiel, Mr. J. S.	Sheldrake, Capt.	
Forbes, Mr. Andrew	Siegent, Mr. Wilhelm	
Gaffney, Mr. Andrew	Stclair, Mr. A. G.	
Hamilton, Major	Stokes, Mr. A. G.	
Houten, Mr. J. von	Thomson, Mr. J. S.	
Inglis, Mr. and Mrs.	Wheeler, Mr. W. H.	
W. F. and children	Wheeler, Colonel	
Jeffries, Mr. H. N.	Wilson, Mrs. W. and	
Marchedelli, Mrs. & child	Miss	

Visitors and Residents at the PEAK HOTEL.		
Brown, Mr. and Mrs. Burns, Mr. W.		
H. Matheson	Pyne, Capt. and Mrs.	
Edwards, Mr. G. H.	Pye, Mr. E. Burns	
Georg, Mr. and Mrs. C.	Simpson, Capt. & Mrs.	
Grimble, Mr. G.	Surplice, Mr. and Mrs.	
Heemskerk, Mr. J. J. B.	R. K. C.	

KOWLOON HOTEL.		
Bennet, Mr. R.	Groves, Capt. and Mrs.	
Bowie, Col. W. G.	and family	
Crockett, Mrs.	Reilacker, Mr. R.	
Crockett, Miss	Reilacker, Mr.	
Drakes, Mr. Francis	Reilacker, Mr.	
Fernandez, Mr. & Mrs.	Riegent, Mr. V.	
Monrow, Miss	Temple, Mr. B.	

STEAMERS EXPECTED.		
VESSEL'S NAME	FROM	AGENTS.

Ballaarat	Singapore	P. & O. S. N. Co.
Eastern	Port Darwin	Gibb, Livingstons & Co.
Lightning	Singapore	D. Sassoon Sons & Co.
Coptic	Japan	O. & O. S. N. Co.
Kiautschou	Japan	Melchers & Co.
Stuttgart	Colombo	Melchers & Co.
City of Peking	San Francisco	Pacific Mail S. S. Co.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

5TH NOVEMBER, 1901, P.M.

STATION.	HOOR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WAVE.
					DIRECTION.	FORCE.
Wladivostok	2 p.m.	—	—	—	—	—
Tokio	—	30.29	—	—	NW	4
Kochi	—	30.07	—	—	—	—
Nagasaki	—	30.11	—	—	NW	2
Kagoshima	—	30.11	—	—	SW	8
Taihouku	1 p.m.	30.11	—	—	E	3
Taichu	—	30.02	—	—	NW	4
Tainan	—	30.05	—	—	NE	6
Koshun	—	30.06	—	—	NE	8
Pescadores	—	30.06	—	—	NE	6
Gulafu	3 p.m.	30.23	61	60	NE	3
Sharp Peak	—	30.10	76	70	E	3
Amoy	—	30.10	74	—	E	4
Swatow	—	30.07	82	87	N	3
Canton	—	30.07	72	67	E	1
Hongkong	4 p.m.	30.07	—	—	NNE	3
Victoria Peak	—	30.07	—	—	ESE	3
Gap Rock	—	30.07	79	—	—	—
Macao	—	30.07	—	—	—	—
Haiphong	1 p.m.	29.88	81	92	E	0
Manila	4 p.m.	—	—	—	—	—
Malate	3 p.m.	29.84	84	—	—	—
Bacolod	—	29.80	85	—	—	—
Iloilo	—	—	—	—	—	—
Cebu	—	—	—	—	—	—
Cape S. James	—	—	—	—	NE	3

6TH NOVEMBER, 1901, A.M.

Wladivostok	7 a.m.	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Taihou	5 a.m.	30.19	—	—	NE	4
Taichu	"	30.06	—	—	N	2
Tainan	"	30.06	—	—	N	2
Koshun	"	30.08	—	—	—	—
Pescadores	"	30.09	—	—	NE	6
Gulzaff	9 a.m.	—	—	—	—	—
Sharp Peak	"	30.19	70	65	WNW	1
Amoy	"	30.17	69	80	N	2
Swatow	"	30.18	73	—	N	1
Canton	"	30.18	75	77	E	2
Hongkong	10 a.m.	30.16	75	56	E	3
Victoria Peak	"	—	—	—	E NE	1
Gap Rock	"	30.15	—	—	NE	4
Macao	7 a.m.	30.18	80	—	—	—
Haiphong	10 a.m.	29.06	77	92	—	0
Manila	9 a.m.	—	—	—	NE	2
Malate	"	—	—	—	—	0
Bacolod	"	29.91	81	—	—	0
Iloilo	"	29.90	83	—	—	0
Cebu	"	—	—	—	—	0
Cape S. James	7 a.m.	—	—	—	NE	4

A Man will close:—

For Canton—Per *Poznan*, to-morrow, the 7th instant, at 7.30 A.M.
 For Bangkok—Per *Loisek*, to-morrow, the 7th instant, at 9 A.M.
 For Macao—Per *Houan*, to-morrow, the 7th instant, at 1.5 P.M.
 For Kumeckow and San-shui—Per *Ting-kong*, to-morrow, the 7th instant, at 3 P.M.
 For Canton—Per *Fatshan*, to-morrow, the 7th instant, at 5 P.M.
 For Manila—Per *Sungkiang*, to-morrow, the 7th instant, at 5 P.M.
 For Yap, Friedrich, Wilhelmshafen, Finschhafen, Herbstshode and Sydney—Per *Nuenlung*, on Friday, the 8th instant, at 9 A.M.
 For Iloilo and Cebu—Per *Kaifong*, on Friday, the 8th instant, at 4 P.M.
 For Shanghai—Per *Whampoa*, on Friday, the 8th instant, at 4 P.M.
 For Singapore, Penang and Calcutta—Per *Laisang*, on Saturday, the 9th inst., at 10 A.M.
 For Europe, &c., India, via Tuticorin—Per *Coromandel*, on Saturday, the 9th instant, at 11 A.M.
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Saturday, the 9th instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Peru*, on Tuesday, the 12th instant, at 11 A.M.
 For Shanghai—Per *Carintih*, on Tuesday, the 12th instant, at 10 A.M.
 For Amoy and Manila—Per *Diamond*, on Tuesday, the 12th instant, at 3 P.M.
 For Singapore, Penang and Bombay—Per *Biagno*, on Wednesday, the 13th instant, at 10 A.M.
 For Europe, &c., India, via Tuticorin—Per *Kiamtschen*, on Wednesday, the 13th inst., at 11 A.M.
 For Singapore—Per *Socotra*, on Saturday, the 16th instant, at 11 A.M.
 For Europe, &c., India, via Tuticorin—Per *Annam*, on Monday, the 18th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, H.C. and Vancouver—Per *Empress of India*, on Wednesday, the 20th instant, at 11 A.M.

✉ XMAS AND NEW YEAR PARCELS:—(*via* Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected :-
 For a parcel not exceeding 3 lbs in weight \$o.5o
 " " " 7 lbs " 1.00
 " " " 11 lbs " 1.50
 With an additional 5o cents, parcels may be sent *ad Brindisi*, if posted before 3 p.m. on Friday the 22nd November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January.

All Parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark.

Senders of parcels are requested to post them a few days in advance.

OPIUM QUOTATIONS.

Hongkong, 6th November.

To-day's quotations are as follows:—

BENGAL—New Patna	Rs 520/25
Old Benares	Rs 907 1/2
Old Patna	Rs 950
Old Benares	Rs 920 nom.
	Per picul.
MALWA—New	Rs 500/10
Last year's	Rs 910/20
2 1/2 years' old	Rs 920/30
3 1/4 years' old	Rs 930/40
Putterfore	Rs 950
PERSIAN—Superior drug was sold.	Rs 670

ER STEAMERS, SCHOONERS,
AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,—
Hongkong, Canton, and Macao Steamboat
Co.
Ho-nam, British steamer, 1,377, H. D. Jones,—
Hongkong, Canton, and Macao Steamboat
Co.
Powan, British steamer, 1,873, A. N. Patrick,—
Hongkong, Canton, and Macao Steamboat
Co.
Hankow, British steamer, 2,252, C. V. Lloyd,—
Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain—
—Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence,—Tai
On Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S.
Co.
Kong Nam, British steamer, T. Austin, R. N. R.,
—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, -1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River

Nanning, British steamer, R. D. Thomas,
—Hongkong, Canton and Macao Steam-
boat Co.
Satnam, British steamer, W. Dixon,—Hong-
kong, Canton and West River Steamboat
Co.

VESSELS IN PORT.

Steamers.

BENJAMIN, British steamer, 1,452, R. Kroble,
29th Oct.—Saigon 24th Oct., Rice.—Gibb,
Livingston & Co.

BUNKHORN, British steamer, 5,000, Shell-drake,
31st Oct.—Panoroken 21st Oct., Sugar.—
Butterfield & Swire.

CHELYVRA, British steamer, 1,567, R. Cox, 30th
Oct.—Java 19th Oct., General.—Jardine,
Matheson & Co.

ELCANO, American steamer, 501, R. de Al-
henaga, 3rd Sept.—Manila 31st August,
Hales, Hyndson & Co.

EMPRESS OF INDIA, British steamer, 3,003,
O. P. Marshall, R.N.R., 30th October,—
Vancouver 8th Oct., and Shanghai 27th,
Mails and General.—C. P. R. Co.

HERMANN MENZEL, German steamer, 1,647,
H. H. Schutt, 27th Oct.—Newchwang 20th
Oct., and Chiofo 21st, Beans and General
—Wo Fat Sing.

HOIHAO, French steamer, 509, M. Merlees,
4th Nov.—Pakhoi 31st Oct., and Hoihow
3rd Nov., General.—A. R. Marty.

JACOB DIEDERICHSEN, German steamer, 623,
Tjergensen, 5th Nov.—Haiphong 2nd
Nov., General.—Jebsen & Co.

KAIFONG, British steamer, 1,024, G. H. Penne-
father, 3rd Nov.—Cebu 30th Oct., Gene-
Hemp.—Butterfield & Swire.

KRONQWAL, German steamer, 1,115, A. von
Riegen, 3rd Nov.—Bangkok and Swatow
25th Oct., Rice and Teakwood.—Melchers
& Co.

KNIGHT COMPANION, British steamer, 2,670,

C. Froggatt, 1st Nov.,—Portland, Or. via Yokohama, Kobe and Moji 30th Sept, General.—Allen Cameron & Co.

LAI-SANG, British steamer, 2,225 T. G. Payne, 1st Nov.,—Calcutta 17th Oct., General.—Jardine, Matheson & Co.

LENX, British steamer, 3,361 T. C. Williams, 26th Oct.,—Manila 22nd Oct., Ballast.—Dodwell & Co., Ltd.

LOOSKO, German steamer, 1,020 T. T. Fuchs, 26th Oct.,—Bangkok 18th Oct., Rice and Wood.—Butterfield & Swire.

MACHUPF, British steamer, 1,882 T. R. Glegg, 3rd Nov.,—Moji 29th Oct., Coal.—Dodwell & Co., Ltd.

MARIANNE, Austrian steamer, 2,244 T. G. Ragusa, 2nd Nov.,—Mororan 24th Oct., Coal.—Order.

MUREX, British steamer, 2,229 T. E. Halliday, 3rd Nov.,—Singapore 28th Oct., Oil in Bulk.—Arnhold, Karberg & Co.

NUE, T. T. German steamer, 1,341 T. C. Schönbeg, 29th October.—Yap 19th Oct., General.—Melchers & Co.

OLIMPO, Austrian steamer, Trawich, 31st Oct.,—Moji 25th Oct., Coal.—Bradley & Co.

ORO, British steamer, 2,732 T. Coleman, 4th Nov.,—London 22nd Sept., Government Stores.—Dodwell & Co., Ltd.

PEIYANG, German steamer, 952 T. W. Wiese, 3rd Nov.,—Mororan (Japan) 25th Oct., Coal.—East Asiatic Trading Co.

PERU, American steamer, 3,528 T. A. F. Pillsbury, 3rd Nov.,—San Francisco 5th Oct., and Shanghai 1st Nov., Mails and General.—P. M. S. S. Co.

PHRA CHULA CHOM KLAO, German steamer, 1,012 T. Unsworth, 30th Oct.,—Bangkok 22nd Oct., Rice.—Butterfield & Swire.

RAJAH, British transport, 5,601 T. J. L. Lewfwich, 4th Nov.,—Takeu 29th Oct., Ballast.—Government.

RADNOKSHIRE, British steamer, 1,889 T. R. C. Bindloss, 3rd Nov.,—Hongay 31st Oct., Coal.—Shevan, Tomes & Co.

RECORDER, British steamer, 677 T. R. A. E. Brereton, 3rd Nov.,—Singapore 17th Oct., Cable.—E. L. T. Co.

SIANTUNG, British steamer, 1,835 T. T. Quail, 3rd Nov.,—Java 20th Oct., Sugar.—Butterfield & Swire.

SUNGKIAN, British steamer, 1,021 T. S. W. Moore, 5th Nov.,—Manila 2nd Nov., General.—Allen Cameron & Co.

TACOMA, American steamer, 1,689 T. Dixon, 21st Oct.,—Tacoma via Port. A. 14th Oct., General.—Dodwell & Co., Ltd.

TAURUS, Norwegian steamer, 1,106 T. Christensen, 31st Oct.,—Moji 25th Oct., Coals.—Mitsui Bussan Kaisha.

Sailing Vessels.

CELESTINE BURRILL, British ship, 1764, C. A.
Trefry, 27th May.—Manila 9th May,
Ballast.—Order.

DEUHOPE, British ship, 1885, A. Low, 3rd
Nov.—Barry Dock Wales 27th June, Coal
—Order.

GEORGE T. HAY, British ship, 1847, E. Spice,
20th Oct.—Cebu 8th Oct., Ballast.—Arn-
hold; Karberg & Co.

HENKON JOHANN ALBRECHT, German
schooner, 701, Andersen, 10th October.—
Manila 6th Oct., General.—Master.

LUCIA, British ship, 640, Andersen, 2nd Oct.,
—Rajahm 6th Sept., Timber.—Master.

OSBERGA, British schooner, 950, Danemore, 4th
Sept.—Manila 1st Nov.; Ballast.—Order.

SEA SWITCH, American ship, 1172, Howes, 21st
Feb.—Manila 18th Feb., Ballast.—Master.

STATE OF MAINE, American ship, 1467,
Colcord, 8th Sept.—New York 4th May,
Kerosine.—Standard Oil Co.

W. H. CONNER, American ship, 1614, Colcord,
26th Sept.—Manila 10th Sept., Ballast.—
Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, November 6th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,500 i.h.p., Capt. Craddock, Hongkong.

Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Hongkong.

Argentan, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.

Astrea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.M., Hongkong.

Barfleur, 1st-class cruiser, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrand, Bart., Hongkong.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.

Brisf, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart., Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Takú.

Capt. Wm. C. Pakenham, Wei-hai-wei.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,900 i.h.p., Capt. Tillard, en route Hongkong.

Edith, 1st-class cruiser, 5,600 tons, 11 guns, 9,900 i.h.p., Capt. Stokes, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12 guns, 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.

Esch, coast defence gunboat, 365 tons, 3 guns, 2nd i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 3,000 i.h.p., Lt. and Beaty Pownall, Hongkong.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Harar, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hamdy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comd. C. G. Hardy.

Humber, storeship, 1,640 tons, 800 i.h.p., Comd. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,900 i.h.p., Capt. Charles Windham, M.V.O., en route Singapore.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Renniker, Hughan, Hongkong.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comd. C. P. Mansel, Takau.

Phaethon, sloop, 1,660 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Shanghai.

Pigmy, 1st class gunboat, 755 tons, 6 guns.

1,200 i.h.p., Lt. and Comdr. Oldham, cruising.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 s.h.p., Capt. H. C. Reynolds, Shanghai.

Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Comper, Shanghai.

Ramlier, covering ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Hongkong.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.

Sardipier, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.

Swift, 2nd-class gunboat, 750 tons, 6 guns, 1,200 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 12 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class, battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, cruising.

Whilling, twin screw, torpedo-boat destroyer, 601 tons, 3 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, H.K., Hongkong.

Wvern, coast defence ship, 2,570 tons, 4 guns, 1,100 i.h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Th. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns; 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandy, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,500 tons, 9,000 i.h.p., Capt. Wiber, Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,500 tons, 9,000 i.h.p., Capt. J. P. Rossius, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Leviathan, American gunboat, 558 tons, Comdr. José da Cunha Lins, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchki, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.

Prinzess Alice, German gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Nachikoff, Russian armoured cruiser, 38 guns, 9,000 tons, 8,000 h.p., Capt. Veseloff, at Tientsin.

Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkitab, at Nagasaki.

Bobr, Russian gun-vesse, twin screw, 950 tons, 11 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskov, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharou, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serberebnickoff, at Taku.

Gremislakoff, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

Koreylev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandaryn, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Vayednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zanine, at Nagasaki.

Oduany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriafoff, at Shanghai.

Petroharlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Polstava, Russian battleship, 10,060 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rosbaynik, Russian cruiser, 1,330 tons, 1,786

Purik, † Russian flagship, 10,940 tons, armoured

twin screw cruiser, 1st class, 48 guns,
 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons,
 13,600 i.h.p., 16 guns, Capt. Melensky, at
 Nagasaki.
Statch, Russian gunboat, 4 guns, 1,200 h.p.,
 Capt. Barronoff, at Nagasaki.
Sislov Veliky, Russian battleship, 10,000 tons,
 12,800 i.h.p., 16 guns, Capt. Mellis, at
 Singapore.
Sinowah, Russian gunboat, 950 tons, twin
 screw 13 guns, 1,200 h.p., Capt. Soubatin,
 at Nagasaki.
Snowborg, 1st class, Russian torpedo boat, 69
 tons, 3 guns, 2 torp. tubes 780 h.p., speed
 19.7 knots.
Nadimir Monomach, Russian cruiser, 6,000
 tons, 16 guns, Prince Ouchtomsky, at
 Port Arthur.
Pestack, Russian torpedo gunboat, 4 guns, 650
 h.p., Com. Molchousky, at Nagasaki.
Pesad, Russian torpedo boat, 400 tons, 18
 guns, twin screw, 1,500 h.p., Capt. Rogulin,
 at Taku.
Zablaka, Russian cruiser, 1,220 tons, 26
 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt.
 Novakovsky, at Shanghai.
Ferel, Russian torpedo boat, 23 tons, 1 gun,
 20 h.p., 16 knots.
Nanchichichi, Russian torpedo boat, 87 tons, 4
 guns, 970 h.p., 19 knots.
Kasaka, Russian torpedo boat, 350 tons, Capt.
 Mouravieff, at Shanghai.
Kih, Russian torpedo boat, 350 tons, Captain
 Kivnarsky, at Shanghai.
Vargen, Russian torpedo boat, 85 tons, 4 guns,
 1,200 h.p., 22 knots.
Vouostriks, Russian torpedo boat, 87 tons, 4
 guns, 2,000 h.p., 23 knots.
Pedornitski, Russian torpedo boat, 23 tons, 1
 gun, 220 h.p., 16 knots.
Stish, Russian torpedo boat, 23 tons, 1 gun, 220
 h.p., 16 knots.

Kat, Russian torpedo boat, 350 tons, Captain |

Smirnovo, at Shanghai.
Porpoise, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Boothiana, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Ulm, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Porpoise, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Porpoise, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Porpoise, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Porpoise, 1st class, Russian torpedo boat, 8 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Ulm, 1st class, Russian torpedo boat, 96 tons, 13 guns, 1 torp tubes 780 h.p., speed 22 knots.
Porpoise, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
 † Flagship of Rear-Admiral F. V. Dubossloff.
 † Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.
Guards, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotze, at Taku.
Seefox, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Seefox, German cruiser, 1,600 tons, 8 guns, Capt. Baker, at Shanghai.
 * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
 * German despatch-vessel, 2,000 tons, 12 Capt. Rimpold, at Woosung.
Seefox, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.
Seefox, German cruiser, 900 tons, 10 guns, Lieut. Comdr. Stamer, at Canton.
Seefox, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Seefox, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Güllich, at Amoy.
Kurfürst Friedrich Wilhelm, German battleship, 10,000 tons, 40 guns, Capt. von Holzendorf, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dacheubard, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seefox, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Seefox, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.
Weissenburg, German battleship, 10,000 tons, 40 guns, Capt. Hofmeier, at Amoy.
Variis, German battleship, 10,000 tons, 40 guns, Capt. Borkenhagen, at Taku.
Seefox, German battleship, at Nagasaki.
 * *Seefox*, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 * *Seefox*, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
 * *Seefox*, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.
Albatross, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
Albatross, 2nd-class cruiser, 4,800 tons, Capt. Baehne, Saigon.
Albatross, and class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd-class cruiser, 4,900 tons, 19 guns, 9,000 h.p., Capt. Defaire, at Shanghai.
Chanceloup, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comete, gunboat, 600 tons, Capt. Lodel, at Canton.
Decedee, gunboat, 640 tons, Capt. Leameey, at Pakhoi.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
D'Entrecasteaux, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulze, at Shanghai.
Seefox, Despatch-transport, Capt. Vallée, at Saigon.
Seefox, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Seefox, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Seefox, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Seefox, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Seefox, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Seefox, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.
Seefox, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Shanghai.
Seefox, 2nd-class cruiser, 944 tons, Captain Bomessaur, at Hongkong.
Seefox, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.
Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Albatross, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. C. H. Arnold, at Hongkong.
Albatross, Flagship, U.S. cruiser, 3,415 tons, Capt. C. M. Thomas, Shanghai.
Albatross, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Albatross, U.S. gunboat, 133 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Albatross, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. D. Fane, at Manila.
Albatross, U.S. gunboat, 700 tons, 6 guns, 3,495 h.p., Comdr. H. G. D. Colby, at Manila.
Albatross, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Albatross, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Albatross, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.
Albatross, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Albatross, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Albatross, U.S. gunboat, 1,330, Comdr. J. V. B. Black, at Manila.
Albatross, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Albatross, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila.
Albatross, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Albatross, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, en route Canton.
Albatross, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Dicknell, at Taku.
Albatross, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. G. W. P. Smith, at Shanghai.
Albatross, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
Albatross, U.S. cruiser, 4,083 tons, Capt. D. McCollum, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 1

U.S.N., at Woosung.

Sigsbee, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p.; Comdr. G. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p.; Comdr. Selfridge, at Hongkong.

Cincinnati, U.S. cruiser, 7,300 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Thetis, U.S. gunboat, 1,000 tons; 6 guns, 1,081 h.p.; Com. W. T. Burwell, at Manila.

Himington, U.S. cruiser, 2,221 tons, Capt. C. O. Allibone, at Amoy.

Porktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p.; Comdr. C. S. Sperry, at Manila.

Aseville, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p.; Capt. G. E. Ide, at Manila.

Lafayette, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Albatross, Italian cruiser, 2,720 tons, Capt. Cecconi, Nagasaki.

Vermosa, Italian cruiser, Capt. Carlo Negri, Shanghai.

Eurvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 i.h.p.; Capt. Zeri, at Shanghai.

Letter Pisan, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Sahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Kashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Takau.

Kinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Satsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sascho.

Musukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Tachibana, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p.; Capt. K. Inai, at Japan.

Fiji, 2nd class, 2,400 tons, 13 guns, 2,035 h.p.; Capt. Hiroo Konji, at Japan.

Iwami, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Asagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sascho.

Nitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Kashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Oshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Tanizawa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Asahiko, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Hiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Akasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Uma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Dzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Ai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Kitsushima, protected cruiser, 1st class, at Manila.

Fijidama, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Takau.

Kako, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsui, at Japan.

Ayaya, 3rd class, 1,500 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Ukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Ragi, cruiser, at Tokyo.

Ayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Fusashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Atsuragi, 1,480 tons, 10 guns, 1,600 h.p., at Sascho.

Amato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Enrisu, 1,350 tons, 10 guns, 1,165 h.p., at Fusan.

Atsun, 1,350 tons, 10 guns, 1,125 h.p., at Fusan.

Magi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Shima, 620 tons, 10 guns, 1,200 h.p., at Sascho.

Kagi, 620 tons, 10 guns, 700 h.p., at Shanghai.

Togo, 620 tons, 10 guns, 700 h.p., at Takau.

Faya, 620 tons, 10 guns, 700 h.p., at Kure.

Hiohaki, 620 tons, 10 guns, 700 h.p., at Takau.

Goko, 572 tons, 4 guns, 400 h.p., at Sascho.

Uzuki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Hinlo, 490 tons, 5 guns, 472 h.p.

Hin Hoku, 490 tons, 5 guns, 472 h.p.

Hin Shin, 490 tons, 9 guns, 455 h.p.

Hin Chi, 500 tons, 9 guns, 455 h.p.

Kakichiro, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Latrusa, 875 tons, 6 guns; 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Tsurakumo, 279 tons, at Ujina.

Hinomoto, 279 tons, at Kure.

Yagiri, 279 tons, at Shakhiki.

Shiranu, 279 tons, at Kobe.

Sadushu, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Tagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.

Gotaka, 199 tons, 6 torpedo-tubes, 1,400 h.p.

Sirakami, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Kebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.

Beiu, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

Isuzu (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

Isuzu (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

Normand, 75 tons, 2 torpedo-tubes, 1,300 h.p.

Schichau, 90 tons, 3 torpedo-tubes, 1,300 h.p.

Yarrow, 40 tons, 3 torpedo-tubes, 620 h.p.

Yarrow, 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Kikwa, at Yokosuka.

Kuroko, at Yokosuka.

Aniwa, at Yokosuka.

Armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery training ship.)

Anjin, sailing-ship, 877 tons, 6 guns.
(used as training ship.)

Anjin, sailing-ship, 877 tons, 6 guns.
(used as training ship.)

Ukubuta, wooden-screw steamer, 1,989 tons, 10 guns, 520 h.p., at Eldajima.
(used as training ship.)

Yama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.
(used as a bulk.)

Wadden, paddle steamer, 1,465 tons, 2 masts, at Yokosuka.

Yamada, at Yokosuka.

THE HONGKONG TELEGRAPH

THE HONGKONG TELEGRAPH.
50 QUEEN'S ROAD,
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe and America.

A special feature is made of full and able reports of local occurrences, and of news of general interest.

CORRESPONDENCE.

Literary matter, which must be properly authenticated with the name and address of the writer, should be addressed to the Editor. Communications should be written on one side of the paper only.

Business communications should be addressed to the Manager and not to individual members of the staff.

SUBSCRIPTION (in Advance).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter, and per month, are proportional, viz:—

DAILY—\$7.55 per quarter; \$2.50 per month.
WEEKLY—\$3.25 per quarter; \$1.50 per month.

The daily issue is delivered free when a residence is accessible to messenger. On capital sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies (Daily, ten cents; Weekly, twenty-five Cents.)

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community—the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when an effective style of type will be adopted. Its standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.
(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three „.....	20.00
Six „.....	37.50
Twelve „.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 „ „.....	10 „
12 „ „.....	25 „

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Notices of Births, Deaths, and Marriages and other insertion in the Daily and Weekly.

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Special Rates for standing advertisements to be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

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Job Printing of all descriptions undertaken.

HUGH JAMES,
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CARDS,
CIRCULARS,
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

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OFFICE.**

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Printed and Published by **ETHELBERT REES SKERTCHLY** for The Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road.